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musement, the inspection of character. We were silent for some time, until a gentleman of good countenance remarked, "what lovely weather we have for travelling;" this had no effect. "Although the sun is so bright yet there is a refreshing breeze," said he, again renewing the attack. I began to feel compassion for this worthy man, and should certainly have replied, but a middle aged, dry looking man who sat beside me, and who had upon the first remark tolded his arms across as if determined to hold out a siege to the last, was not proof against the second discharge of contented good humour—"Yes," says he; "for any body who is in a hurry to swallow his peck of dust, this is fine travelling weather: but I can assure you if this drought continues much longer, the crops will be good for nothing; they are already almost burnt up, and the meadows will not be worth cutting." He uttered these words with such hurried peevishness and with such a look as to make us suppose he was not only dissatisfied with the weather, but with us. Silence ensued, but the good-natured advocate for the weather, obtained his wish in a few seconds, which was merely to procure a little chat, and with this his next neighbour now obliged him. I affected sleep, and fell into a reverie upon the great advantages attending a good temper; especially in the society of strangers it is of the utmost importance; an easy good humoured manner draws out whatever is agreeable in others; and in society it is a sort of a test, like the load-stone it finds out the particles of steel in a mixture of the filings of different metals and gradually produces a confidence which leads conversation from trifling and general subjects, to the useful and most important. In fact without this essential quality, a person has no business to travel in a stage coach. Good humour too, to borrow another simile from the load-stone, like one of the poles repels its opposite, and preserves the equilibrium.

Suddenly roused by the jolting of the wheel over a large stone upon

the road, and the exclamation from my neighbour who had been as silent as myself, of "Damn these bad roads" I found my opposite friend, for so I began to feel him, descending upon the pleasure of travelling in public coaches and passage boats, "For my part," said he, "I find nothing so pleasant, and I always meet with agreeable company in them; this world is sadly traduced and slandered by many talkers and writers. I never yet came into a coach, whose back seats were previously occupied, but that on telling how liable I am to sickness, I have been politely offered a seat wherever I wished." After listening half an hour to an interesting conversation between my opposite fellow-travellers, one of whom proved to be a man of learning, and great modesty, and who had visited many parts of the continent; we stopped at the stage for dinner. For experiment sake I privately said to my surly companion, "very hot sir" Confoundedly" said he, "what a bore travelling is in these coaches! a man is crammed in with the Lord knows whom." I dined quietly, and pitied the man whose bad temper deprives him of so much enjoyment, and absolutely makes the world about him almost as unpleasant as it appears to his jaundiced eye.

Z. Z.

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*For the Belfast Monthly Magazine.*

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#### A DIALOGUE.

*Miss A.* Well Jane how do you like Mr. E.?

*Miss L.* I think he has a good person, and interesting countenance, and affable manners, but he is too plain for me.

*Miss A.* True, I was wishing him to go away, that I might hear your sentiments of him, for your fine discernment is capable of marking those little strokes of character, which are never observed by the common herd, who judge people only by their honesty in dealing, or such coarse standards of worth. Mr. E. wants a certain something which I cannot express.

*Mr. D.* I am glad you cannot express it, for I am so partial to our language that I should be sorry if it afforded any flimsy word, or sophisticated term which might represent Mr. E. to be any thing but an excellent young man; I assure you Mrs. T. he is a first rate character.

*Mrs. T.* I have no doubt of his worth when you speak so highly of him—you know right from wrong.

*Mrs. D.* We all do so when we allow ourselves, for my part I do not pretend to know much more, and I flatter myself that by keeping strictly to these points that I shall know them well; it requires more than ordinary talents to be able to refine upon them without refining them away. I prefer the honest man; plain and open in his dealings.

*Miss. A.* Surely Sir we meet those honest people every day, while the elegancies of character are very rarely to be met with.

*Mr. D.* I assure you ladies there is nothing discovers so much of the real character as having dealings with them, it is very easy to make fine speeches, very easy to appear all benevolence, gratitude, and tenderness in a drawingroom; and to talk of justice too, but those who do all this with a very good grace are often found to be stingy even though they have abundance; and it is still oftener the case that these fine people have not resolution to sacrifice their own selfish appetites in order to be either just or generous.

*Miss A—.* What is money compared to feeling? And surely the feeling heart cannot refuse relief to the distressed.

*Mr. D—.* I don't wish to depreciate feeling, more than other excellent organs of good which are implanted in us, but which should only govern in their turn, and be guided or regulated by one another.

*Miss A.* I dare say Mr. E. is a very honest man, and that honesty is a very good thing, but we only speak of him as a companion in conversation, and you know there are a great many requisites go to compose a fine conversation, as a great many shades are necessary to the beauty of a picture.

*Mr. D.* Certainly; but how do you know that Mr. E. does not possess these talents which he did not shew at once; modesty might have prevented him from speaking freely to strangers; and perhaps no occasion offered for him to speak his sentiments.

*Miss A.* Many occasions offered, for we were talking of books and various characters. I observed his opinions were always delivered in a general way; the book has a good or bad tendency, the character was candid or close, good or bad, he described no spots on the sun, or no fine touches which had power to change his opinion.

*Mr. D.* All this strengthens my opinion of his steady adherence to strong principles which could not be shaken by good, or bewitching evil. Man is formed for serious purposes, and not to spend his senses in imaginary charms. I am convinced that the habit of thinking or speaking too refinedly weakens our strong principles. Endeavouring to discern and to describe every shade, so far from improving conversation, in my opinion, spoils it by making the speaker uneasy, and the minds of such people become by this habit too susceptible. Women, I believe, are more liable to this fault, and from hence may proceed their liability to take offence.

*Mrs. T.* I dare say this disposition may be thus traced, and I will add that the want of solid, or important employment may be the origin of this defect as we find when we are engaged in important concerns, we have neither time nor inclination to be too refined; it is only when we have little else to do that we fabricate, divide, and subdivide useless ideas.

*Mr. D.* I dare say that you who have had experience will join me when I say that I believe it would greatly contribute to the happiness of both sexes, if they were satisfied with plain things.

*Mrs. T.* Certainly so; whatever strengthens the foundation of our solid sense and goodness, must increase our happiness.

*Mr. D.* I must so far enter into the feelings of these young ladies as to

agree that there is a strong charm in that delicacy of conversation that proceeds from a fine discernment, but such a charm must be only sometimes tasted, like luxuries which ought not to compose our constant food, and which if not prepared by a judicious hand are much more disgusting than the plainest food. We are naturally disgusted at every instance of affectation, and those who act simply according to their nature and education are sure to please.

Miss A. I believe you are right, for I have often been uneasy when Mr. J. was going out of his depth in wisdom, or attempting to fly through the delightful regions of sentiment. Q.

*For the Belfast Monthly Magazine.*

APPENDIX NO. 5. TO THE REPORT OF THE COMMITTEE FOR THE IMPROVEMENT OF ROADS, &c.

*Extract of a Second Letter from Mr. Edgeworth, dated 1st May, 1808.*

I THANK you for the report of your committee, of which, as I said in my former letter I had obtained a glimpse at Mr. Foster's. I see that Mr. Cumming has developed the bad properties of conical wheels in a manner perfectly distinct. This was done before by M. Camus, in the memoirs of the French Academy, which he afterwards republished in a book called "*Forces mouvantes*," in 1722 (in which book, by the by, there is an excellent *memoire* on the different modes of paving) but Mr. Cumming's method of shewing the effect of conical wheels on the materials of the road, by means of what he calls *Friction-bars*, is new and extremely ingenious.

Mr. Russel's objections are completely answered in Mr. Cumming's second paper, in which, with his usual good sense, and with uncommon candour, he accedes to the truth of all Mr. Russel's facts, and to his conclusion, that he was a loser by using cylindrical wheels. Wherever cylindrical wheels are introduced upon fresh broken stones, or upon roads that are highly trunked or much sloping, the waggoner will always lose, because the waggon is employed in this instance not as a machine the best adapted for transporting loads, but as

a machine for levelling or rolling roads. The pretended conical wheels are, in reality, narrow wheels, with the occasional assistance of the remainder of the broad wheel, which prevents it from sinking in between the loose stones, and act like Mr. Milton's idle wheels.

You observe that Mr. Jessop and Mr. Milton, and every body of science are of one decided opinion upon the subject; Mr. Milton has clearly stated the object, which peculiarly lies before your committee, not to encourage bad carriages upon bad roads, but first to make the roads good, and then to accommodate to them carriages the most convenient for the horses, the carrier, and the roads.

I believe that if such roads were made, the best carriages which could be then employed would be, very light four wheeled waggons, the parts of which may be much slighter, because, when the roads are good they will not be liable to injury from obstacles or jolts. The timber and iron of a waggon that carries three ton need not be half as heavy as what carries six. The weight upon these carriages should be limited, by restricting the number of horses to four, except where great pieces of timber, cables or machinery, are to be transported. The limiting the number of horses will be far preferable to the employment of weighing engines. In certain hilly countries, the commissioners of the turnpikes may permit a fifth horse.

The axle trees should be perfectly straight; the wheels should be made with spokes oblique in different directions alternately; the wheels should be six inches wide on the sole, and rounded off a little at the edges. The hind and four wheels should roll in different paths, which, upon perfectly good roads, would be no ways inconvenient. The edges of the wheels should be rounded off to permit them to quit the ground more readily, and to avoid cutting the road when any accidental circumstance raises one side of the carriage higher than the other.

Mr. Bancroft has proposed to try experiments upon common roads with trucks drawn by men; so far as the force requisite to draw the carriage is concerned, this is a fairer experiment